COLD SPRING

E AND COAL COMPANY.

DEALERS IN AND

ppers of Eastern Ice and Coal.

HOMAS E. CAHILL, PRESIDENT. MIN GOODYEAR, SECRETARY. ing now completed our arrangements for a full ly of Ice, we are prepared to enter into contracts arge or small customers for a pure article, with ntee of being supplied promptly for the season ons run daily in all paved limits of the consolid city. West Philadelphia, Manua, Tioga, Frank i. Bridesburg, Richmond, and Germantown. A is asked. Send your orders to the Office,

o. 435 WALNUT Street. DEPOTS:

W. CORNER TWELFTH AND WILLOW STREETS, [511 smw2m] RIH PENNYLVANIA RAILROAD AND MASTER STREET. BRARD AND TWENTY-PIFTH STS., NE STREET WHARF, SCHUTLKELL.

LEGAL NOTICES.

THE ORPHANS' COURT FOR THE CITY THE ORPHANS' COURT FOR THE CITY
ND COUNTY OF PHILADELPHIA,
Estate of LEWIS BREMER, deceased,
le Auditor appointed by the Court to audit, settle,
adjust the account of GEORGE W. BREMER and
REARINE BREMER, Executors of the last will
sestament of LEWIS BREMER, deceased, and to
out distribution of the balance in the hands of the
busians, will meet the parties interested for the
pore of his appointment, on FRIDAY, July 12,
at4 o'c'ock P. M., tat his office, No. 1425 South
IBTH Street, in the City of Philadelphia.
If the street, in the City of Philadelphia,
I finwat

THE ORPHANS' COURT FOR THE CITY (ND COUNTY OF PHILADELPHIA.

Estate of LEWIS H. DUNGAN, deceased,
the Auditor appointed by the Court to andit, settle,
adjust the first account of BENJAMIN M.
(GAN, Administrator of LEWIS H. DUN), deceased, and to report distribution of the
loc in the hands of the accountant, will meet
bartles interested for the purpose of his appointt. on TUESDAY, July 2, A. B. 1887, at 11 o'clock
t., at his office, No. 402 WALNUT Street, in the
of Philadelphia.

This office, No. 402 WALNUT Street, in the
of Philadelphia.

This office, No. 402 WALNUT Street, in the
of Philadelphia.

This office, No. 402 WALNUT Street, in the
office of the county of the county

THE ORPHANS' COURT FOR THE CITY ND COUNTY OF PHILADELPHIA. Estate of WILLIAM HARDIN, deceased.
be Auditor appointed by the Court to andit, settle,
adjust the account of MARY HARDIN, Adminatrix pendente life to the estate of WILLIAM
kDIN, deceased, and to report distribution of the
ance in the hands of the accountant, will meet
parties interested for the purpose of his appoint
nt on MONDAY, July 1. A. D. 1807, at 11 o clock
M. at his Office, No. 402 WALNUT Street, in
city of Philadelphia.

AMOS J. KELLY,
Bw@mst.

STATE OF ROSANNA SMITH, DECEASED. I Letters of administration on the above estate ing been granted to the undersigned, all persons ebted will make payment, and those having claims i present them without delay, to

WILLIAM SMITH, JR.,
No. 1121 Hamilton Street.

COPARTNERSHIPS.

THE PARTNERSHIP BETWEEN I. N. WILFONG & R. E. ROGERS was, by mutual consent, dissolved on the 13th of September, 1893.

I. N. WILFONG.

E. ROGERS I. N. WILFONG, R. E. ROGERS. The business will be continued by I. N. WILFONG, to. 217 N. TENTH Street.

GOVERNMENT SALES. A UCTION SALE OF ARMY CLOTHING

DEPUTY Q. M.-GENERAL'S OFFICE.) BALTIMORE, June 18, 1867.

A large amount of CLOTHING, CAMP, and GARKISON EQUIPAGE, will be sold at Public Auction, on July 9, 1867, 12 M., at the Clothing Depot in this city, No. 120 South EUTA W Street, consisting of 681 Uniform Artillery Coats, 1067 Uniform Infantry Coats, 145 Uniform Cavalry Lackster.

145 Uniform Cavairy Jackets, 822 Uniform Light Artillery Jackets, 122 Uniform Veteran Reserve Jackets, 298 Footmen's Trowsers, 927 Horsemen's Trowsers 603 Horsemen's Great Coats.

1013 Footmen's Great Coats. 139 Wool Blankets. 1084 Rubber Blankets. 1500 Sack Coats—lined and unlined, 900 Pairs Boots and Bootees, 682 Pairs Stockings. 1400 Uniform Hats and Ostrich Feathers

522 Forage Caps. 123 Hatchets and Handles. 107 Shovels. 524 Kpapsacks. 1056 Canteens, etc. etc. etc. The above articles are all new and in good

condition.
There will also be sold at the same time and place a small quantity of CLOTHING which has been worn and condemned. Terms of sale-Cash. STEWART VAN VLIET, Deputy Q. M. General U. S. A.

OFFICE OF ARMY CLOTHING AND EQUIPAGE,
No. 29 BROADWAY, NEW YORK,
June 19, 1867.

Will be sold at Public Auction, at the Depot
of Army Clothing and Equipage, No. 400 Washington street, NEW YORK CITY, on TUESDAY, the 9th of July next, commencing at 11

CALE OF PUBLIC PROPERTY

lock A. M., the following described pro-

rty:—
25,234 pairs Machine-Sewed Boots.
35,239 pairs Machine-Sewed Bootses.
13,500 pounds of Wali Tents.
6,000 pounds of Common Tents.
18,000 pounds of Shelter Tents.
10,900 pounds of Shelter Tents.
7,355 pounds of Canvas.
8 mples of the above may be seen at 1 7,355 pounds of Canvas. Samples of the above may be seen at the depot id further information obtained. ferms—Cash in Government funds; ten pe

nt. down, and balance before goods are taker om the depot, which must be within five days sale, under forfeiture of purchase. Byt. Msj.-Gonl. D. H. VINTON, 6 20 18t Asst. Q. M. G., U. S. A.

IRE AND BURGLAR PROOF SAFES

C. L. MAISER.

MANUFACTURER OF FIRE AND BURGLAR-PROOF SAFES. LOCKSMITH, BELL-HANGER, AND DEALER IN BUILDING HARDWARE, NO. 434 BACE STREET.

A LARGE ASSORTMENT OF FIRE and Burgiar-proof SAFES on hand, with inside use Safes, free from dampasse C. MASSENFORDER, No. 422 VINE Street, rices low.

HOUSE AND SIGN PAINTING.

PAINTING. THOMAS A. FAHY, MOUSE AND SIGN PAINTER,

(Late Fahy & Bro.) No. 31 North THIRD Street, Above Market. OLD BRICK FRONTS done up, and made to look equal to the finest press brick. Samples at the shop, try and country trade solicited. All orders by Post emptly attended to.

NEW PUBLICATIONS.

"URES.—A NEW COURSE OF LECis being delivered at the NEW YORK
is being delivered at the NEW YORK
if of ANATOMY, embracing the subjects:—
Ve and what to Live for.—Youth,
Old Age.—Manhood generally Retames of Indigestion, Platulence, and
accounted for.—Marriage philosoaccounted for, marriage and "etc." at modaling these lectures will be made to attend, on receipt of addressing "RECRETARY, New York AND SCIENCE, No. 618 FINANCIAL.

THE UNION PACIFIC RAILROAD COMPANY

Are now constructing a Bailroad from OMAHA, NEBRASKA. Westward towards the Pacific Ocean, making with its connections an unbroken line

ACROSS THE CONTINENT. The Company now offer a limited amount of their

FIRST MORTGAGE BONDS, Having thirty years to run, and bearing annual interest, payable on the first days of JANUARY and JULY, in the City of New York, at the rate of

SIX PER CENT. IN GOLD,

AT Ninety Cents on the Dollar.

This road was completed from Omaha 205 miles west on the 1st of January, 1867, and is fully equipped, and trains are regularly running over it. The Company has now on hand sufficient iron, ties, etc. to finish the remaining portion to the eastern base of the Rocky Mountains, 212 miles, which is under contract to be done September 1 of this year, and it is expected that

the entire road will be in running order from Omaha to its western connection with the Central Pacific now being rapidly built eastward from Sacramento Cal., during 1870. MEANS OF THE COMPANY. Estimating the distance to be built by the Union Pacific to be 1565 miles, the United States Government issues its Six Per Cent, Thirty-Year Bonds to the Company as the road is finished, at the average rate of about \$28,250 per mile, amounting to \$44 208,000.

The Company is also permitted to issue its own First Mortgage Bonds to an equal amount, and at the same time, which BY SPECIAL ACT OF CONGRESS ARE MADE A FIRST MORTGAGE ON THE ENTIRE LINE, the Bonds of the United States being subordinate to them.

The Government makes a donation of 12,800 acres of land to the mile, amounting 20,032,000 acres, estimated to be worth \$30,000,000, making the total resources, exclusive of the capital, \$118,416,000; but the full value of the lands cannot now be realized.

The authorized Capital Stock of the Company is one hundred million dollars, of which five millions have already been paid in, and of which it is not supposed that more than twenty-five millions at most will be required. The cost of the road is estimated by competent engi-

neers to be about one hundred million dollars, exclusive of equipment. PROSPECTS FOR BUSINESS.

The railroad connection between Omaha and the East is now complete, and the earnings of the Union Pacific on the sections a)ready finished for the month of May were \$251,782. These sectional earnings as the road progresses will much more than pay the interest on the Company's bonds, and the through business over the only line of railroad between the Atlantic and Pacific must be immense.

VALUE AND SECURITY OF THE BOADS. The Company respectfully submit that the above statement of facts fully demonstrates the security of their Bonds, and as additional proof they would sug gest that the Bonds now offered are less than ten million dollars on 517 miles of road, on which over twenty million dollars have already been expenned. On and miles of this road the cars are now running, and the remaining 187 miles are nearly completed. At the present rate of premium on gold these Bonds pay an annual interest on the present cost of

NINE PER CENT., And it is believed that on the completion of the road, like the Government Bonds, they will go above par. The Company intend to sell but a limited amount at the present low rate, and retain the right to advance

the price at their option. Subscriptions will be received in Philadelphia by THE TRADESMEN'S NATIONAL BANK. DE HAVEN & BROTHER. TOWNSEND WHELEN & CO.

Subscriptions will be received in New York by the CONTINENTAL NATIONAL BANK, No. 7 NAS-SAU Street. CLARK, DODGE & CO., Bankers, No. 51 WALL

JOHN J. CISCO & SON, Bankers, No. 33 WALL Street. And by BANKS AND BANKERS generally throughout the United States, of whom maps and descriptive pamphiets may be obtained. They will also be sent by mail from the Company's Office, No. 29 NASSAU Street, New York, on application, Subscribers will select their own Agents, in whom they have confidence, who alone will be responsible to them for the safe delivery of the Bonds.

JOHN J. CISCO, TREASURER,

3-10s,

J. E. LEWARS & CO.

ALL SERIES, CONVERTED INTO

Five-Twenties of 1865.

JANUARY AND JULYA WITHOUT CHARGE RONDS DELIVERED IMMEDIATELY.

DE HAVEN & BROTHER

NO. 40 S, THIRD STREET.

AUGUST SEVEN-THIRTY NOTES.

CONVERTED WITHOUT CHARGE; INTO THE NEW FIVE-TWENTY GOLD INTEREST

BONDS. Large Bonds delivered at once. Small Bonds forglahed as soon as received from Washington, JAY COOKE & CO.

No. 114 S. THIRD STREET, 3'TOS -SEVEN - THIRTY NOTES

CONVERTED WITHOUT CHARGE INTO THE NEW

5.208

BONDS DELIVERED AT ONCE.

COMPOUND INTEREST NOTES wanted at highest garket rates.

WM. PAINTER & CO. NO. 36 SOUTH THIRD ST, COLD COUPONS

DUE JULY 1

WANTED.

DE HAVEN & BRO.,

NO. 40 SOUTH THIRD ST. 6 21 201

FINANCIAL.

NOTICE

TO THE HOLDERS

OVERDUE LOANS

OF THE

Commonwealth of Pennsylvania

Holders of the following Loans of the Common wealth of Pennsylvania can receive payment (principal and interest) by presenting them at the FARMERS' AND MECHANICS' NATIONAL BANK, on and after MAY 20, 1867:-

Loan of March 24, 1828, due December 1, 1853. Loan of April 22, 1829, due December 1, 1854. Loan of April 16, 1845, due August 1, 1855. Loan of March 21, 1831, due - July 1, 1856. All of the above Loans will cease to draw interes after August 1, 1867.

> JOHN W. GEABY, GOVERNOR.

JOHN F. HARTRANFT. AUDITOR-GENERAL.

WILLIAM H. KEMBLE, STATE TREASURER

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STATE LOAN.

THE NEW SIX PER CENT

MALE STREET, AND ASSESSMENT AND ADDRESS OF THE PERSON ASSESSMENT OF THE MANAGEMENT AND PARKET

STATE LOAN.

Free from all State, County, and Municipal Taxation,

Will be urnished in sums to suit, on applicaton to either of the undersigned:-

JAY COOKE & CO., DREXEL & CO., 66 lm4p] E. W. CLARKE & CO.

BANKING HOUSE

JAY COOKE & Co..

NOS. 112 AND 114 S. TRIED ST., PHILA.

Dealers in all Government Securities. ENGLISHED THE COMPANY

OLD 5.20s WANTED

IN EXCHANGE FOR NEW.

A LIBERAL DIFFERENCE ALLOWED. Compound Interest Notes Wanted.

INTEREST ALLOWED ON DEPOSITS,

Collections made. Stocks bought and sold on Special business accommodations reserved for addes. [6 24 8m]

S. SECURITIES

A SPECIALTY.

SMITH, RANDOLPH & CO., BANKERS AND BROKERS,

SO. 16 N THIRD ST., NO. 3 NASSAU ST., PHILADELPHIA. NEW YORK

ORDERS FOR STOCKS AND GOLD EXE-CUTED IN PHILADELPHIA AND NEW

JULY COUPONS

WANTED.

JAY COOKE & CO.,

No. 114 South THIRD St. PHILADELPHIA.

MOVERNMENT PROPERTY AT PRIVATE SALE SPITKIN & CO.

AWNINGS, WAGON COVERS, BAGS, ETC.

RAILROAD LINES,

RAILROAD LINES.

BE A D I N G R A I L R O A D GREAT TRUNK LINE
FROM PHILADELPHIA TO THE INTERIOR OF PENASYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANADAS,

UMMER ARRANGEMENT OF PASSENGER
LESVING the Company's Depot, at THIRTEENTH and CALLOWHILL Streets, Philadelphis, at the following hours:

At 720 A, M., for Reading and intermediate Stations, Returning, leaves Reading at 620 P. M., arriving in Philadelphis at 910 P. M.

At 215 A. M. for Reading, Lebanon, Harrisburg, Pottaville, Pinesrove, Tamagua, Sundary, Williamsport, Emira, Rochester, Niszars Falls, Buffalo, Allentown, Wilkesbarre, Pittston, York, Caribie, Chambersburg, Hagerstown, etc. etc.

This train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the Lebanon Valley train for Harrisburg, etc., at PORT CLINTON with Catawissa Railroad trains for Williamsburg, Lock Haven, Elmira, etc., at HARRIS-BURG with Northern Central Cumberland Valley and Schuylkill and Susquebanna ffalins for Northumberland, Williamsport, York, Chambersburg, Pinegree, etc.

AFTERNOON EXPRESS

and Schoylkill and Sasquebanna Frains for Northumbertand, Williamsport, York, Chambersburg, Pinegröve, etc.

AFTERNOON EXPRESS
Leaves Philadelphia at 839 P. M., for Reading Pottaville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POITSTOWN ACCOMMODATION
Leaves Potistown at 639 A. M., stopping at Intermediate Stations; arrives in Philadelphia at 840 A. M.

Returning, leaves Philadelphia at 830 P. M., arrives in Potistown at 845 P. M.

READING ACCOMMODATION
Leaves Heading at 750 A. M., stopping at all way stations, arriving at Philadelphia at 540 P. M.; arrives in Reauing at 748 P. M.

Trains for Philadelphia leave Harrisburg at 840 A. M., and Pottsville at 845 A. M., arriving in Philadelphia at 140 P. M., Counecting at 245 P. M., arriving in Philadelphia at 645 P. M.

HARRISBURG ACCOMMODATION
Leaves Reading at 745 A. M., and Harrisburg at 440 P. M., Connecting at Reading with atternoon accommodation south at 830 P. M., arriving in Philadelphia at 845 P. M.

Market train, with passenger car attached, leaves Philadelphia at 125 noon for Pottsville and all way stations. Leaves Pottsville at 830 A. M., and Philadelphia at 317 P. M. Leave Philadelphia for Reading at 830 A. M., returning from Reading at 425 P. M.

CHESTER VALLEY RALLEOAD.

Passengers for Downingtown and intermediate CHESTER VALLEY RAILROAD.

P. M. CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., and 5:40 P. M. 'rains from Philadelphia, returning from Downingtown at 6:10 A. M. and 1:00 P. M.

NEW YORK EXPRESS FOR PITTSBURG AN1

Leaves New York at 9 A. M., and 5 and 8 P. M. passing Reading at 1:00 A. M and 1:50 and 10:05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chicago, Williamsport, Eimira, Baltimore, etc. Returning, express train leaves Harrisburg on ar rival of the Pennsylvania express from Pittsburg, at 2 and 3:5 A. M., and 4:20 and 10:05 A. M., and 4:20 and 5:20 P. M. Sieeping, cars accompany these trains through between Jersey City and Pittsburg, without change.

A mail train for New York leaves Harrisburg at 2:10 P. M., Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD,

Trains leave Pottsville at 7 and 1:30 A. M., and 7:15 P. M., returning from Tamaqua at 7:35 A. M. and 1:40 and 6:5 P. M.

S. HUYLKILL AND SUSQUEHANNA RAILROAD

Trains leave Auburn at 7:30 A. M. for Pinegrove and Harrisburg, and 1:50 P. M. for Pinegrove and Harrisburg at 2:10 P. M., and from Tremont at 7:35 A. M. and 5:25 P. M., and from Tremont at 7:35 A. M. and 5:25 P. M., and from Tremont at 7:35 A. M. and 5:25 P. M., and from Tremont at 7:35 A. M. and 5:25 P. M., and from Tremont at 7:35 A. M. and 5:25 P. M., and from Tremont at 7:35 A. M. and 5:25 P. M., and from Tremont at 7:35 A. M. and 5:25 P. M., and from Tremont at 7:35 A. M. and 5:25 P. M., and from Tremont at 7:35 A. M. and 5:25 P. M., and from Tremont at 7:35 A. M. and 5:25 P. M., and from Tremont at 7:35 A. M. and 5:25 P. M., and from Tremont at 7:35 A. M. and 5:25 P. M., and from Tremont at 7:35 A. M. and 5:25 P. M., and from Tremont at 7:35 A. M. and 5:35 P. M., and from Tremont at 7:35

all the principal points in the North and West and Canada.

Excursion tickets from Philadelphia to Reading and Intermediate stations, good for one day only, are sold by Morning Accommodation, Market train, Reading and Pottstown Accommodation trains, at reduced rates. Excursion tickets to Philadelphia, good only for one day, are sold at Reading and intermediate stations, by Reading and Pottstown Accommodation trains, at reduced rates.

The tollowing tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 S FOURTH Street, Philadelphia, or of G. A. NICOLLES, General Superintendent, Reading.—

COMMUTATION TICKETS

At 25 per cent. discount, between any points desired for families and firms.

MILEAGE TICKETS.

Good for 2000 miles between all points, \$52:50 each for iamilies and firms.

EEASON TICKETS,

For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN

Residing on the line of the road will be furnished cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS

From Philadelphia to principal stations, good for

fare.

EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced lare, to be had only at the Ticket Office, at THIRTEENTH and CALLOWHILL Streets.

FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's Freight Depot, BROAD and WILLOW Streets.

FREIGHT TRAINS

Leave Philadelphia daily at \$20 A. M., 1245 noon, and 6 P. M., for Reading, Lebauon, Harrisburg, Pottsville, Port Clinton, and all points forward.

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M.

1007 FOR NEW YORK THE CAMDEN 1867. FOR NEW YORK.—THE CAMDEN Rairroad Company's Lines, from Philadelphia and Trenton Rairroad Company's Lines, from Philadelphia to New York and Way Places, from WALNUT street Wharf, will leave as full lower the

At 5 and 10 A. M., 1, 4, 5, 6, and 11 30 P. M., for Edge-water, Riverside, Riverton, and Palmyra. At 5 and 10 A. M., 1, 4, 6, and 11 30 P. M., for Fish

Bouse.
The l and lim P. M. Lines leave from Market Street Ferry, upper side.
LINES FROM KENSINGTON DEPOT Street Feiry, upper side.
LINES FROM KENSINGTON DEPOT
Will leave as follows:—
At 11 A. M., 4'30 P. M., and 12 P. M., (night), via Kensington and Jersey City, New York Express Lines.
Fare, \$3.
At 8, 10'15' and 11 A. M., 2'30, 3'30', 4'30', 5, and 12 P. M., for Trenton and Bristol.
At 8 and 10'15 A. M., 2'30, 5, and 12 P. M., for Morrisville and Tullytown.
At 8 and 10'15 A. M., 2'30, 4'30', 5. and 12 P. M., for Schencks.
At 10'15 A. M., 2'30 and 5 P. M., for Eddington.
At 7'30 and 10'15 A. M., 2'30, 4, 5, 6, and 12 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

BELVIDERE DELAWARE HALLROAD,
For the Delaware River V'slley, Northern Pouns, Ivania, and New York State, and the Great Lakes, daily (Sundays excepted), from Kensington Depot as follows:—

follows:— A. M. for Niagara Falls, Buffalo, Dunkirk, At 8 A. M. for Niagara Falls, Buffalo, Dunkirk, Canandalgus, Ellmirs, Ithaca, Gwego, Rochester, Bingliamion Oswego, Syracuse, Great Pend, Mor-trose, Wilkesharre, Scranton, Stroudsburg, Water Gap, At 8 A. M. and 3:30 P. M. for Belvidere, Easton. Lambertville, Flomington, etc.

The Far F. M. Line connects direct with the Train
leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 5 P. M. for Lambertville and intermediate Sta-Lines from West Philadelphia Depot, via Connecting Railway, will leave as follows:—
At 1:30 and 6:30 P. M. Washington and New York Express Lines, via Jersey City, Fare, §3 25.
The 6:30 P. M. Line will run daily. All others, Sundays excepted.

WM. H. GATZMER, Agent, DHILADELPHIA AND ERIE RAILROAD.

SUMMER TIME TABLE.

Through and direct route between Philadelphia, Ealtimore, Harrisburg, Williamsport, and the Great Oil Region of Pennsylvania.

ELEGANT SLEEPING CARS on all Night Trains, On and alt r MONDAY, April 79, 1867, the trains on the Philadelphia and Eric Railroad Will run ag follows:—

RAILROAD LINES.

WEST CHESTER AND PHILADELPHIA
RAILROAD, VIA MEDIA.
SUMMER ARRANGEMENTS.
On and after MONDAY, Jone 24, 1807, Trains with
leave Depot, THIRTY-PIRST and UHESNUT Streets.
as follows:—
WEST CHESTER TRAINS.
Leave Philadelphia for West Chester, at 7-15 A. M.

Leave Philadelphia for West Chester, at 7:15 A. M., 11 A. M., 2:30 P. M., 4:18 P. M., 4:20 P. M., 7:00 P. M., and 10:30 P. M.,

Leave West Chester for Philadelphia, from Depot on East Market street, at 6:15 A. M., 7:30 F. M., 7:30 and 10:35 A. M., 10:3 F. M., 4:30 and 6:35 P. M., 7:30 and 10:35 A. M., 10:3 F. M., 4:30 and 6:35 P. M., and teaving Philadelphia at 4:30 P. M., will stop at B. C. Junotion and Media only.

Leave Philadelphia for Media at 5:30 P. M., atopping at all stations.

Leave Philadelphia for Media at 5:30 P. M.
Leave Media for Philadelphia at 6:40 P. M., stopping at all stations.

Passengers to or from stations between West Chester and B. C. Junction going east, will take trains leaving West Chester at 7:16 A. M., and going west will take train leaving Philadelphia at 4:50 P. M., and transfer at B. C. Junction.

The Chesput and Wainut Street cars connect with all of the above trains, carrying passengers down Chesput street, past the principal botels and the Camdenand Amboy RR. office, at Wainut street wharf, passing out Wainut street to the depot.

Leave Philadelphia at 8:00 A. M. and 2 P. M.
Leave West Chester at 7:45 A. M. and 5 P. M.
Leave West Chester at 7:45 A. M. and 5 P. M.
Leave West Chester at 7:45 A. M. and 5 P. M.
Leave Bunday trains, both ways, as usual, leaving Front and Market streets thirty-five minutes before the train leaves Depot, and will leave Depot on arrival of each train, to carry passengers into the city.

Trains leaving Philadelphia at 7:15 A. M. and 4:50 P. M., and leaving Philadelphia at 7:15 A. M. and 4:50 P. M., connect at B. C. Junction with trains on P. and B. C. R., for Oxford and intermediate points.

Passengers are allowed to take wearing appared only, as baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same.

HENRY WOOD,

General Superintendent.

General Superintendent PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD,

DHILADELPHIA, GERMANTOWN, AND NORRISTOWN RALLROAD,

TIME TABLE,
On and after Wednesday, May 1, 1867.

FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 9, 50, 10, 11, 12 A. M., 2, 854, 354, 4, 5, 554, 610, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 8, 7, 75, 8, 820, 9, 10, 11, 12 A. M., 1, 2, 3, 45, 6, 554, 7, 8, 9, 10, 11, 12 P. M.
The 820 Down Train and 33 and 5% Up Trains will not stop on the Germantown Branch.
ON BUNDAYS.
Leave Philadelphia 9% A. M. 2, 7, 10% P. M.
Leave Germantown 8, A. M., 1, 6, 9% P. M.
CHESNUT HILL RALLROAD.
Leave Philadelphia 9% A. M. 2, 7, 10% P. M.
Leave Chesnut Hill 710, 8, 940, and 1140 A. M. 140, 340, 540, 640, 840, and 1940 P. M.
Leave Philadelphia 9½ A. M. 2 and 7 P. M.
Leave Chesnut Hill 750 A. M. 1240, 840, and 925
P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 9, 7%, 9, and 1105 A. M. 154, 8, 454, 554, 654, 805, and 11½ P. M.
Leave Philadelphia 9, 7%, 9, and 1105 A. M. 154, 8, 454, 644, and 82 P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 230 and 715 P. M.
Leave Norristown 5 40, 7, 730, 9, and 11 A. M. 154, 3, 454, 644, and 82 P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 230 and 715 P. M.
Leave Norristown 7 A. M., 520 and 9 P. M.
Leave Norristown 7 A. M., 520 and 9 P. M.
Leave Norristown 7 A. M., 520 and 105 A. M. 154, 3, 454, 555, 654, 805, 955, and 115 P. M.
Leave Manayunk 6 70, 75, 820, 954, and 115 A. M. 2
35a, 5, 83., 9, and 105 P. M.
Leave Manayunk 75 A. M. 6 and 95 P. M.
W. S. WILSON, General Superintendent.
Depot. NINTH and GREEN Streets.

DHILADELPHIA, WILMINGTON AND BAL-

PHILADELPHIA, WILMINGTON AND BAL

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

TIME TABLE.
Commencing MONDAY, June 3, 1867, Trains will
leave Depot, corner BROAD Street and WASHINGTON Avenue, as follows:

Way Mail Train at 8:30 A. M. (Sundays excepted)
for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for
Crisfield and intermediate stations.

Express Train at 11:50 A. M. (Sundays excepted) for
Baltimore and Washington.

Express Train at 8:30 P. M. (Sundays excepted) for
Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymout, Wilmington, Newport, Stanton, Newark, Elkion, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run. Connects at Wilmington with Delaware Railroad Line,
stopping at Newcastle, Middletown, Clayton, Smyrna,
Dover, Camden, Felton, Harrington, Milford, Seaford,
Sallsbury, Princess Anne, and connecting at Crisfield
with Bost for Norfolk, Portsmouth, and the South.

Night Express at 11:00 P. M. (daily) for Baltimore and
Washington.

Passengers by Bost from Baltimore for Fortress
Monrice and Norfolk will take the 11:56 A. M. Train.

Wilmington.

Leave Philadelphia at 12:30, 4:30, 6:00, and 11:30
(daily) P. M. Tha 4:30 P. M. (Sallo, 6:00, and 11:30

Wilmington.

Leave Philadelphia at 12°30, 4°30, 6°00, and 11°30 (daily) P. M. The 4°30 P. M. Train connects with belaware Railroad for Dover and intermediate stations.

Delaware Railrond for Dover and intermediate stations.
Leave Wilmington 7:00 and 8 A. M., 3:00 and 6:30 (daily) P. M.
FROM BALTIMORE TO PHILADELPHIA.
Leave Baltimore 7:25 A. M., Way Mall. 9:35 A. M.,
Express, 2:15 P. M., Express, 6:25 P. M., Express
8:15 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 8:35 P. M., stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at North-East, Elkton, and Newark to take passengers for Philadelphia and leave passengers from Washington os Baltimore, and at Chester to leave passengers from Washington or Baltimore.
Through Tickets to all points West, South, and Sonthwest, may be procured at the Ticket Office, No. 828 CHESNUT Street, under the Continental Hotel.
Persons purchasing tickets at this office can have their baggage checked at their realcance by the Upion Transfer Company.
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H. F. KENNEY, Superintendent. TREIGHT LINES FOR NEW YORK AND

REIGHT LINES FOR NEW YORK AND all the Stations on the CAMDEN and AMBOY and connecting Railroads. INCREASED DESPATOH, THE CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION. COMPANY FREIGHT LINES for New York will leave WALNUT Street Wharf at I o'clock P. M. daily (Sundays excepted), Freight most be delivered before 4½ o'clock, to be forwarded the same day.

Returning, the above lines will leave New York at 12 hood, and 4 and 6 P. M.

Freight for Trentos Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Hailroad; also, on the Beividere, Delaware and Flemington, the New Jersey, the Freehold and Jamesburg, and the Burlington and Mount Holly Railroads, received and forwarded up to 1 P. M.

The Beividere and Lelaware Hailroad connects at Philipsburg with the Lehigh Valley Railroad, and at Mandbakachunk with all points on the Delaware, Lackawanna and Western Railroad, forwarding to Syracuse, Buffalo, and other points in Western New York.

The New Jersey Railroad connects at Elizabeth York.

The New Jersey Railroad connects at Elizabeth with the New Jersey Central Railroad, and at Newark with the Morris and Essex Railroad.

A slip memorandum, specifying the marks and numbers, shippers and consignees, must, in every instance, be sent with each load of goods, or no receipt will be given.

will be given.

N. H.—Increased facilities have been made for the transportation of live stock. Drevers are invited to try the route. When stock is jurnished in quantitie of five carloads or more, it will be delivered at therog of Fortieth street, near the Drove Yard, or at Pier N. 1. North River, as the shippers may designate at the time of shipment. For terms, or other information apply to WALTER FREEMAN, Freight Agent, 1.1. No. 226 S. DELAWARE Avenue, Philada

W EST JERSEY RAILROAD LINES FROM WEST JERSEY RAILROAD LINES FROM foot of MARKET street (Upper Ferry).
Commencing WEDNESDAY, June 12, 1807.
LEAVE PHILADELPHIA AS FOLLOWS:—
For Bridgeton, Saisen, Vineland, Millville, and intermedate points, at5 A. M., and 3'50 P. M.
For Woodbury, S.A. M., 3'30 and 8 P. M.
RETURNING TRAINS LEAVE
Bridgetown at 7'05 A. M. and 3'50 P. M.
Saisen at 6'45 A. M. and 3'50 P. M.
Vineland, 7'13 A. M. and 3'70 P. M.
Vineland, 7'13 A. M. and 3'70 P. M.
Woodbury at 7'15 and 5'40 A. M., and 4'54 P. M.
Freight will be received at Second Covered Wharf below Walnuts street, from 7'00 A. M. until 5'00 P. M.
Freight received before 9'00 A. M. will go forward the same day.
Freight Delivery, No. 228 S. DELAWARE Avenue.

ame day.
Freight Delivery. No. 228 S. DELAWARE Avenue
TRAINS FOR CAPE MAY.

S-60 A. M. Morning Mail.

8-80 F. M. Cape May, Fassenger.

REFURNING LEAVE CAPE ISLAND.

5-60 A. M. Morning Mail

12-15 F. M. Cape May Passenger.

Commitation tickets, good for ONE, THREE, or TWELVE months, can be procured at the Office, of the Company in Camden.

Threugh tickets can be procured at No. 22 Chesunt sirect (under the Continental Hotel). Persons purchasing tickets at this office can have their bagings checked at their residence by the Union Transfer Company.

6-10 WILLIAM J. SEWELL, Superintendent.

DHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.—Summer Arrangements. On and atter SATURDAY, June 1, 1867, Trains will leave Philadelphia, from the Depot of the West Chester and Philadelphia Railroad, Corner of THIRTY-FIRST and CHESN UT Streets (West Philadelphia), at 7·15 A. M. and 4·50 P M.

Leave Rising Sun at 5·15 and Oxford at 8·08 A. M., and leave Oxford at 3·20 P. M.

A Market Train, with Passenger Car attached, will run on Tuesdays and Fridays, leaving the Rising Sun at 1·15 A. M., Oxford at 12·00 M., and Eennett at 1·00 P.4M., consecting at West Chester Junction with a Train for Philadelphia. On Wednesdays and Saturdays trains leave Philadelphia at 2·20 P. M., run ing through to Oxford.

The Train leaving Philadelphia at 7·15 A. M. connects at Oxford with a daily line of Stages for Peach Bottom, in Lancaster county. Returning, leaves Peach Bottom to connect at Oxford,with the Afternoon Train for Philadelphia.

The Train leaving Philadelphia at 4·20 P. M. runs to Rising Sun Md.

Passengers allowed to take wearing apparel only, as baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars, unless a special contract be made for the same. THILADELPHIA AND BALTIMORE CEN-

RAILROAD LINES.

NORTH PENNSYLVANIA BAILBOAD.

ORTH PENNSYLVANIA RAILROAD.—
THE MIDDLE ROUTE.—Shortest and most direct route to Bethichem, Allentows, Mauch Chunk, Marslion, White Haven, Wilkesbarre, Mahanoy City, Mount Carmel, and all points in the Length, Mahanoy and Wyoming coal regions.

Passenger Depot in Philadelphia, N. W. corner of BERKS and AMERICAN Streets.

SUMMER A RRANGEMENT.

NINE DAHLY TRAINS.

On and after WEDNESDAY, May 8, 1807, Passenger trains leave the New Depot, corner Berks and American streets, daily (sundays excepted), as follows:—At 7-35 A. M.—Morning Express for Bethichem and Principal Stations on North Pennsylvania Railroad, connecting at Bethichem with Lehigh Valley Railroad for Allentown, Ontsaunqua, Stating on, Mauch Chunk, Weatherly, Jeanswille, Haselton, Welte Haven, Wilkesbarre, Kingston, Pittston, and all pomta in Lehigh and Wyoming valleys: also, in connection with Lehigh and Mahanoy Railroad, for Mahanoy City, and with Catawasa Railroad, for Rupert, Danville, Milton, and Williamsport, Arrive at Manch Chunk at 1205 A. M.; at Wilkesbarre at 8 P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley train, passing Bethelenen at 11-55 P. M., for Kanton, and points on New Jersey Central Railroad to New York.

At 8 55 A. M.—Accommodation for Doylestown, stop-York.
At 845 A, M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove. Hatboro, and Hartsville, by this train, take the stage at Old York road.
At 1843 A. M.—Accommodation for Fort Washington, stopping at intermediate stations.
At 1.2 P. M.—Express for Bethielem, Allentown, Mauch Chonk, White Haven, Wilsembarrs, Mahanoy City, Centralia, Shenandonh, Mount Carmel, and all points in the Mahanoy and Wyoming Coal regions. Passengers for Greenville take this train to Quaker-tows.

Passengers for Greenville take this train to Quakertows.

At 2.45 P. M.—Accommodation for Doylestown,
stopping at all intermediate stations. Passengers take
stage at Doylestown for New Hope: at North Wales
for Sumneytown.

At 9.7 M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for
Willow Grove, Hatboro, and Hartsville, take stage
at Abington: for Lumberville at Doylestown.

At 5.20 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Railroad, connecting at Bethle-hem with Lehigh
Valley Evening train for Easton, Allentown, and
Mauch Chunk.

At 6.20 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.

ping at all intermediate stations, At 11'30 P. M.—Accommodation for Fort Wash-At 11:30 P. M.—Accommodation for Fort Washington.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethiehem, at 9:15 A. M., 2:35 and 8:40 P. M. (**)
2:05 P. M. train makes direct connection with Lebight Valley trains from Easton, Wilkesbarre, Mainnoy City, and Hazleton. Passengers leaving Easton at 11:20 A. M. arrive in Philadelphia at 2:35 P. M.

Passengers leave Wilkesbarre at 1:30 P. M., connect at Bethlehem at 6:15 P. M., and arrive in Philadelphia at 8:40 P. M.

From Doylestown at 8:25 A. M., 5:10 P. M., and 7:40 P. M.

From Doylestown at 825 A. M., 540 P. M., and 740 P. M.
From Lansdale at 730 A. M.
From Lansdale at 730 A. M.
From Fort Washington at 1150 A. M. and 305 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 930 A. M.
Philadelphia for Doylestown at 245 P. M.
Doylestown to Philadelphia at 720 A. M.
Bethlehem to Philadelphia at 720 A. M.
Birth and Sixth Streets Passenger cars convey passengers to and from the new depot.
White cars of Second and Third Streets line and Union line run within a short distance of the Depot.
Tickets must be procured at the Ticket Office in order to secure the lowest rates of fare.
ELLIS CLARK, Agent.
Tickets sold and Baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office,

No. 105 S. FIFTH Street.

DENNSYLVANIA CENTRAL BAILROAD. DENNSYLVANIA CENTRAL RAILROAD.

SUMMER TIME, TAKING EFFECT JUNE 2, 1967.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY.-PIRST and MARKET Streets, which is reached directly by the cars of the Market Street Passenger Railway. Those of the Chesnut and Walnut Streets Railway run within one square of it.

On Sundays—The Market Street cars leave Front and Market Streets thirty-five minutes before the departure of each train.

Sleeping Car Tickets can be had on application at the Ticket office. N. W. cor. Night and Chesnut streets.

Agents of the Union Transfer Company will call for and deliver bagging at the Depot, Orders left at No. 501 Chesnut street, or No. 1 South Eleventh street, will receive attention.

TRAINS LEAVE DRPOT, VIZ.:—

receive attention.
TRAINS LEAVE DEPOT, VIZ.:—
Mail Train.
ST
Paol Accommodation, No. 1
Past Line and Eric Express.
Paol Accommodation, No. 2
Harrisburg Accommodation.
Lancaster Accommodation.
ST
Deckarter Train. Ancaster Accommodation
Parkesburg Train....

1 15 A M. 7 10 A M. 7 10 A M. 8 20 A M. 9 20 A M. 12 10 P. M. 4 10 P. M. 6 20 P. M. 7 10 P. M. Paoli Accommodation, No. 3. Paoli Accommodation, No. 3.

by special contract.

EDWARD H. WILLIAMS,
429 General Superintendent, Altoona, Pa.

CHORTEST ROUTE TO THE SEA-SHORE!
CAMBEN AND ATLANTIC RAILROAD.
THROUGH IN TWO HOURS.
Five Trains daily to Atlantic City, and one on Sun-

WEST JERSEY RAILROAD. SUNDAY MAIL TRAIN FOR CAPE MAY.
Commended SUNDAY, June 23, 1857, the SUNDAY
MAIL AND PASSENGER TRAIN will leave Philadelphis, foot of Market street (upper forvy), at 7 A. M.
Heursing leave Cape Island at 6 P. M., stopping at
principal Stations only.
Fare, \$200. Excursion Tickets, \$400. Good this day
and train only.

SLATE MANTELS. SLATE MANTELS are unsurpassed for Durability

J. B. KIMES & CO., Not 2126 and 2128 CHESNUT Street T. STEWART BROWN,

MANUFACTURER OF THU" KS, VALIBES, BAGS, RETIOULES, and ever description of Traveling Goods. THURS and RAGS Repaired.

COTTON AND FLAX.

BAIL DUCK AND CANVAS.

Of all numbers and brand

Of

Agent.

WILLIAM V. Sawell. Beauty, trength, and Cheapness,

SLATE MANTELS, and Sinte Work Generally

S.E. Corner of FOURTH and CHESTNUT STS

No. 100 JONES Alley.